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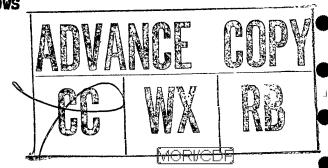
MISSION C-301C

FOR GENERAL BEVAN FROM

2571 REF

- I. EXAMINATION OF THE TRACKER FILM SHOWS FOLLOWING ITEMS:
- A. ARTICLE BEGAN DRIFTING RIGHT OF CRSE AT PT E AND
- WAS 6 NM NORTHEAST OF CRSE AT PT F. THIS CAUSED BY
- APPARENT SOUTH WESTERLY WIND THAT WAS NOT PREDICTED.
- B. DUE TO THE ERROR AT PT F AND THE SOUTH WESTERLY WIND,
- ARTICLE ARRIVED AT PT G APPROX 12 NM NORTHEAST OF
- CRSE. THIS, IN TURN, CAUSED ARTICLE TO ARRIVE AT
- FT H APPROX 12NM NORTHEAST OF INTENDED CRSE.
  - C. AFTER TURN FROM PIS H TO I PILOT NOTED HE WAS
- RIGHT OF CRSE AND MADE A 20 DEGREE CORRECTION TO LEFT.
  - THIS CAUSED ARTICLE TO CROSS INTENDED FLT LINE I-J
- AND TRACK LEFT OF FLT LINE I-J. WHEN PILOT MADE RIGHT
- TURN AT PT J (AFTER APPROX 7 NM EXTENSION OF FLT LINE

I-J TO PHOTO NEW AIRFIELD), TRACKER PLOT SHOWS



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ARTICLE APPROX	C 20NM FROM CO	AST OR 10 NM LEF	T OF FLT LINE
D. TO GO	PRRECT BACK TO	CRSE AT PT J.	PILOT MADE A
RELATIVELY WIE	E, SWEEPING T	URN, ROLLING IN	AND OUT OF
TURN SEVERAL	TIMES, APPAREN	ITLY MANEUVERING	TO LINE-UP
WITH FLT LINE	K-L.		

PLOT SHOW ARTICLE APPROX 7NM LEFT OF CRSE OR 22NM FROM COAST.

- 2. FROM A PILOT'S VIEWPOINT I CAN SEE HOW THE UNPREDICTED SOUTH WESTERLY WIND COULD CAUSE THE ARTICLE TO BE OFF CRSE AT PT H AND WHY A CORRECTION TO THE LEFT WAS NECESSARY.
- HOWEVER, IT SHOULD HAVE BEEN OBVIOUS TO THE PILOT THAT
  - HE WAS GETTING TOO CLOSE TO THE COAST AS HE APPROACHED
  - PT J. ADDITIONALLY, THE PILOT SHOULD ALSO HAVE NOTICED
  - HE WAS INSIDE HIS FLT LINE AT PT K.
- 3. I HAVE DISCUSSED THE TRACKER CAMERA PLOT IN DETAIL

  AND POINTED OUT THE ABOVE ITEMS. I
- emphasized the seriousness of the errors and pointed out that om's last training msn showed him capable
- 25 OF FLYING VERY PRECISE FLT LINES, YET HIS CORRECTIONS

  DURING MSN C-301C WERE BAD ONES. SAID HE

FORM 12-67 <sup>2820</sup>

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PAGE 3 TOPSECRET						
REALIZED THE SERIOUSNESS OF THE ERRORS AND INTENDED						
TO HOLD A DETAILED CRITIQUE OF TOM'S FLT.						

4. IN FAVOR IS THE FACT THAT HE EMPHASIZED IN

THE MSN BRIEFING TO BE VERY CAREFUL TO FLY ACCURATE

FLT LINES AND IF IN DOUBT, CORRECT TO THE

RIGHT (AWAY FROM THE COAST) AND NOT TOWARDS LAND.

5. AFTER ANALYZING THE TRACKER PLOT, DISCUSSING IT WITH
MY OPS PERSONNEL. I MAKE THE FOLLOW-

ING CONCLUSIONS:

- A. THE INITIAL CAUSE FOR THE CRSE ERRORS WAS DUE TO AN UNPREDICTED SOUTHWESTERLY WIND.
- B. TOM'S ERROR AT PT J (18 NM LEFT OF FLT LINE) WAS

CAUSED BY EXCESSIVE CORRECTION TO THE LEFT AT PT I

AND EXTENSION OF FLT LINE TO GET NEW AIRFIELD AND

POSSIBLE OVEREAGERNESS TO PHOTO NEW AIRFIELD.

- C. TOM'S ERROR AT PT K (7 NM LEFT OF FLT LINE) WAS
- CAUSED BY EXCESSIVE TURN CORRECTIONS FROM PTS J TO K AND
- AN OVEREAGERNESS TO BE IN A GOOD POSITION AT PT K.
  - D. THERE WAS NO APPARENT, DELIVERATE ATTEMPT TO

MOVE-IN CLOSER TO OBTAIN BETTER PHOTOGRAPHY. GP-1

TOPSECRET

BT